

from one of the windows. The glass was still sticking in the open wound, because the mother was injured, and too sick to faint to care for the child immediately. Some of the passengers went to help her immediately, and they stopped the flow of blood from the wound. The baby became weak and then unconscious.

Children Chief Sufferers

"Most of the injured were women and children, and there were certainly at least twenty of them. I think so many of the children were injured because they are always at the windows in the trains, and so caught the heaviest barrage of the bombs," said a witness.

"I saw another woman with her arm gashed open, so that it seemed to me that her hand was almost severed. Passengers who were injured in the train were taken to the hospital, and the others who had severe wounds. None of the men were injured, in fact there were few men on the train, except in the smoking car, which was full of men. The train was crowded and every available seat was taken."

"I do not think there is any doubt that the bombs were thrown by passengers in the third coach told me that the bomb exploded against the side with a terrific noise and a yellow glare, and that the coach seemed to rock on the rails."

"I made a closer examination of the coach when the train pulled into Weehawken, and I found that every window in the car had been ripped out as well as windows in two of the other cars in the train. I saw also that the forward step and part of the vestibule or the third car had been struck there, so that the bomb struck there, and exerted its main bombing effect there. If it had struck right into the side of the car I think that the windows and possibly killed many women and children."

See Third Bomb Explode

"We leaped from our seats at the sound of the explosion, then heard a second and lighter report. Some of us ran to the rear of the train and we saw the third bomb explode about 100 feet down the tracks. This leads me to believe that the missiles were hurled and not placed on the tracks to be exploded by the wheels."

"A few minutes later a brakeman ran back through the train and told us that several women and children had been injured by a bomb. As the train halted he leaped off and ran back to investigate. I ran on forward through the train, to find out how many of the injured there."

Mr. Digney said that his seatmate in the smoker was a man who said he saw an expert in explosives, and that he saw him throw the bomb. The man was wearing a dark suit and was very nervous. The train at the time was near the big Belmont-Coroneo quarries, where dynamite might be obtained by a thief.

Explosive Easily Obtainable

"That man told me," said Mr. Digney, "that he thought from the smell of the smoke and the noise of the report, that dynamite had been used in the explosion. He told me that not more than half a mile away was a stone quarry, called the Belmont quarry, where men might have stolen dynamite for their use."

"I saw the explosion of the third bomb from the rear of the smoker, and I saw the brakeman come running back. He had not been able to find out anything about the bomb, but he had seen one of the men who had thrown them."

"All of us agreed with the dynamite expert that the bombs were thrown and were not placed on the tracks. The reason for this theory is that the bomb hit the third car, and the dynamite would have exploded it. The bombs were certainly thrown. Our car was filled with an acid, gray smoke, which was distinguished from the tobacco smoke in the coach."

Trestle in Remote Place

The trestle where the explosion took place is not a trestle from dwellings on the Hackensack marshes. The Granton yards of the West Shore, where the road's strike breakers are housed, bordered the trestle, and the headquarters of the strike breakers are within about 200 yards of the trestle."

There have been several attacks on men thought to be strike breakers in the vicinity, but the explosion of the third bomb was so extensive that the police and railroad detectives have found it impossible to guard all points. The North Bergen police station, which is in the vicinity of the trestle at about the time of the explosion.

The police of all northern New Jersey communities have been warned to look out for the automobiles believed to have been used by the dynamiters, and an extra force of railroad detectives was sent to the yards to hunt for clues. The state police also sent men.

Trainmen End Walk-out On L. & N. After Parley

SPECIAL DISPATCH TO THE TRIBUNE

EVANSVILLE, Ind., Aug. 13.—The strike of the engineers and firemen on the Henderson and the St. Louis divisions of the Louisville & Nashville Railroad, which began Friday morning with the refusal of the men to take out trains until armed guards were removed and the engines and other equipment were put in proper shape, ended. The men returned to work this morning after a tie-up of forty-eight hours.

The conference at which a settlement was reached was held at Earlington, Ky., and following it a special train brought the railroad officials and representatives of the two brotherhoods back to Evansville. The engineers and firemen were then notified that the strike had ended and they responded to the call to return work. Under the terms of the settlement, the locomotive is left to the engineers. If an engineer reports that his engine is not fit for service the opinion of the round-house foreman and the engine house foreman is taken. In case the two cannot agree then the Federal inspection laws and regulations will be invoked.

MEMPHIS, Tenn., Aug. 13.—Night trains from Memphis to Birmingham on the St. Louis & San Francisco Railroad were annulled late today. Frisco trainmen have been walking out, but are meeting to-night to determine on their course of action.

BIRMINGHAM, Ala., Aug. 13.—A complete tie-up of the Frisco transportation, including passenger traffic, freight and mails, over the Frisco lines from Birmingham has resulted from the walk-out of trainmen yesterday afternoon, which was caused by the presence of armed guards in the local shops.

WACO, Tex., Aug. 13.—"Big Four" members employed on the Missouri, Kansas & Texas Railroad in Texas decided to seek a conference with officials of the railroad in an effort to adjust grievances before making any attempt to walk out. It was announced here to-night, following a four-hour conference, attended by 750 representatives of brotherhood employees from all over Texas.

PUEBLO, Col., Aug. 13.—Missouri Pacific Railroad locomotive firemen working between Pueblo and Horace, Kan., went on strike at 2 o'clock this morning, because they allege the equipment was in such a bad condition. Twenty-five men are affected. As a result all Missouri Pacific traffic on this division is tied up.

Hard Coal Peace Parley to Open During Week

Lewis Hopes Settlement of Bituminous Strike May Come in Next Two Days; Operators Are Optimistic

Arbitration Improbable Situation Is So Reassuring Governors Are Considering Calling Off Conference

CLEVELAND, Aug. 13.—Agreement soon in the bituminous coal strike conference was predicted by President John L. Lewis, of the United Mine Workers of America, here to-night. He added he expected a conference to be called the middle of the week between the anthracite operators and mine workers for a settlement of the anthracite suspension. The walk-outs are entering upon their twentieth week, with 445,000 bituminous and 155,000 anthracite mine workers out.

W. A. Haskins, secretary of the Northern Ohio Coal Operators' Association and member of the joint conference, to-night predicted agreement tomorrow or Tuesday and reopening of coal mines Wednesday.

Lewis Optimistic President Lewis, of the mine workers said in a formal statement to-night:

"In the bituminous situation I am optimistic. It may be possible to reach an agreement within the next forty-eight hours. I am hopeful the joint conference may develop something definite along these lines. Developments of the last twenty-four hours in the situation have given very gratifying and portend an end to the long strike, now entering upon its twentieth week."

"In the anthracite situation important developments have been taking place toward a joint conference of the anthracite operators and mine workers which will be arranged and actually take place within a few days."

An indication of the confidence that there will be a prompt settlement of the bituminous coal strike is the reported purpose of a meeting here today between Governor Harry L. Davis of Ohio, one of the sponsors of the proposed five-Governor meeting Tuesday to discuss the coal situation, and President Lewis of the mine workers.

Governor Davis is believed to be getting ready to call off that conference, before the Governors invited here leave their home states.

Governor Davis and Governor Grosbeck of Michigan, after being convinced that the strike settlement conference here had reached a critical stage Saturday, wired Governors William C. Sproul of Pennsylvania, W. T. McGrath of Indiana and Len Small of Illinois, inviting them to the small Governors' bituminous coal conference here to prevent the conference from breaking up in disagreement.

Compromise on Arbitration The joint operators-mine workers' sub-range scale committee, which came close to the breaking point Saturday in the Hollenden Hotel and received a report on the form which a clause in the proposed agreement should take to meet both the operators' demand for arbitration and the mine workers' opposition to it. The most popularly accepted view on how this is to be done is that the operators will drop their demand for arbitration.

A "fact finding" joint commission of operators and mine workers is expected to be recommended. It will be designed to meet insistence of the operators that the present settlement here shall be "tied to" something to insure peace after the strike ends. The temporary agreement will expire.

It was disclosed to-day that two operators and two mine workers will work out the phrasing of this clause. They are Michael G. Davis, chairman of the joint conference, and William I. Robinson, both of Cleveland, for the operators, and President John L. Lewis and Secretary George Wharton of the United Mine Workers of America.

In the terms of the settlement of the bituminous coal strike, aside from the arbitration feature, will be:

1. Re-establishing the 1920-22 wages, or those paid when the strike started, April 1.

2. Re-establishing the working conditions existing then, including the check-off, or the system of company collection of union dues and assessments.

Hard Coal Miners Drop Demand for More Pay

PHILADELPHIA, Aug. 13.—A conference that is expected to serve as a forerunner for further meetings and eventually lead up to the resumption of work in the anthracite coal fields was held to-day in the home of William A. Glasgow Jr., counsel for the United Mine Workers, here. It was learned from a confidential source.

The conference was attended by United States Senator George Wharton Pepper, Governor William C. Sproul of Pennsylvania, Samuel D. Warriner, president of the Lehigh Coal and Navigation Company and spokesman for the operators, and W. J. Richards, president of the Philadelphia and Reading Coal and Iron Company.

While none of those attending the meeting would give out information regarding the matter discussed, it was learned that matters were taken looking toward the resumption of the negotiations broken off in New York more than three months ago. A second conference, it is understood, has been called for Wednesday to which John L. Lewis, international president of the United Mine Workers, will be invited.

At the conference Wednesday, it is understood, both Mr. Lewis and Mr. Glasgow have consented to withdraw the demands of the scale committee for a 20 per cent increase in pay and that both have agreed to urge the return of the miners at the old rate.

At the meeting to-day, according to the source of information, Senator Pepper acted as the representative of President Harding, while Governor Sproul served as mediator in order to bring the two factions together.

Rail Peace Blinked Again; Fight to Finish Threatened

Cuyler, chairman of the Association of Railway Executives, follows:

"At the meeting of the railroads in New York on Friday, August 11, 1922, they, with practical unanimity, responded favorably to the President's call that the seniority question be left to the United States Railroad Labor Board."

"Approximately three-quarters of the mileage responded favorably to his call that all striking shop craftsmen be re-employed, and the balance that all such strikers be re-employed as far as practicable."

"The resolutions acted on by the meeting have been submitted to the President."

Message Sent to Harding

"The following resolutions were adopted by roads having a mileage of 382,000 miles of track:

"The telegram of the President dated August 7, 1922, having been considered, and in response to his call to the carriers and the striking women, the following resolutions were adopted:

"Resolved, That the proposal for the President to the striking workmen to return to work and to the carriers to assign them to work, leaving the disputed question of seniority to the Labor Board under the provisions of the transportation act, be accepted, and that the understanding as we do that such acceptance involves no surrender of the principles with respect to seniority adopted through by the railroads in 1922, but recognizes that the proposal of the President invokes the jurisdiction of the Labor Board under the transportation act to pass upon the relative seniority of those loyal employees who have remained at work and those new employees who have since accepted service (the rights of which of which class to seniority we feel bound in justice to defend before the Labor Board) with the strikers who may enter the service under the proposal of the President."

Violence Bar to Old Jobs "Therefore, be it further resolved: "(A) All former employees who have not been guilty of proven violence against the employees or property of the railroad shall be assigned to their former positions where vacancies exist."

"Where the positions they formerly held have been filled other employment of the same class will be found for such employees as have committed no acts of proven violence against the employees or the property of the railroad."

"(C) If, after these men have been assigned, questions of seniority arise with them which cannot be settled locally, they will be referred to the United States Railroad Labor Board for review."

Further resolved, That the strike is to be called off with the understanding and agreement by all parties that no intimidations nor oppressions shall be practiced or permitted as against any of the employees who have remained or have taken service, or against those who may return to service under the proposal of the President."

Minority Offers Report

"The following minority report was supported by roads having a mileage of 57,222 miles:

"Resolved, That the chairman be authorized to reply to the President's telegram of August 7 that the railroads represented at this meeting are willing to accept the proposal of the President."

"(A) All former employees who have not been guilty of violence against the employees or the property of the railroad shall be assigned to their former positions where vacancies exist."

"(B) If, after these men have been assigned, questions of seniority arise which cannot be settled locally, they will be referred to the United States Railroad Labor Board for review."

"(C) In agreeing to submit questions of seniority as provided to the United States Railroad Labor Board for review it is understood that neither the railroads nor the employees shall be deprived of the right to review by the courts of such decisions if they affect agreements in existence between any railroad and its employees."

With the hope of a settlement depending entirely on events so far disclosed, the most interesting phase of the problem to-night is with the "Big Four" brotherhoods. Their position has not been of a sort to induce train service, nor to perform their accustomed duties, and which, incidentally, occurred subsequent to the calling of the strike at the end of the month.

"After abandoning trains filled with people, including aged, infirm, women and children, in the desert, with the mercury at 120 degrees in the shade, the strike committee of the 'Big Four,' in session last night, recommended a committee of five representing the marooned passengers, who asked them to man the trains to help the sufferers."

"In addition to the indefensible treatment of the passengers, nearly 800 carloads of property belonging to the farmers are stranded at Needles and other points and are fast deteriorating."

"The sympathetic strike on the Santa Fe is not only a conspiracy, but it is also without the least justification, actual conditions considered, and is the result of statements by some of the brotherhood executives that they were doing work if they considered conditions were so deplorable, leaving the men themselves to be the judges of whether they would do so."

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"Cut a Cord of Wood," Maine Governor Urges

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AUGUSTA, Me., Aug. 13.—Governor Baxter has announced a slogan which he hopes will stir the people of this state into action in coping with the fuel crisis. It is "Cut a cord of wood and out cut coal." He calls for big "wood-chopping bees" as a further means of relief, and there is every indication of a tremendous response.

Director Andrew P. Lane of the Maine Fuel Administration sent out more than 2,000 letters asking for suggestions, advice and help in coping with the task. Prominent citizens throughout the state lead the wood-chopping parties into the woods and assist in hauling and distribution.

regulation and control as will secure their continuance and operation on terms comparable with other business, and if there is no efficient law to this end we believe Congress should consider the enactment of necessary legislation. The railroads challenge all good citizens to join them in economical production and in obedience to law."

Big Four Rejects Proposal To End Tie-Up in Chicago

JOLIET, Ill., Aug. 13 (By The Associated Press).—Efforts to end the tie-up on the Joliet & Eastern Railroad, Chicago's outer belt line, failed today. The Joliet Brotherhoods rejected a proposal that they return to work upon the removal of state troops from before the gate to the yards.

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"Following the White House conference," the statement reads, "Mr. Smull telephoned to the manager of the Emergency Fleet in New York that the Shipping Board was ready to charter vessels for the import coal trade. That word was spread among the shipping men in New York, and when Mr. Smull arrived there the next morning the place was crowded with ship brokers."

"The place was a bedlam. Every one in New York wanted a ship to bring in coal. We had two or three at seven shillings a ton, and a bit and let some others go at seven and six. Then some went at eight shillings and even eight and six, but the result was added, 'and the increase in shipments reported for this week has come from those districts in which production was curtailed by traffic congestion during July.'"

The bituminous production for the week was estimated at about 4,800,000 tons, or 500,000 tons more than the previous week. The placing of the production at 27,000 tons for the week, the survey said, "production is limited chiefly to steam ships dredged from the rivers."

Anthracite continues to move forward from the storage yard of producers," the statement continued, "but the quantity is small and is decreasing. Shipments now made are practically confined to small quantities."

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The districts in Pennsylvania and the central competitive field are almost west of the Mississippi have been less affected by traffic congestion. The mine reports for the week ended July 29 indicate that traffic conditions improved in some fields, but grew worse in others.

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SCRANTON, Pa., Aug. 13.—Bricks and stones were showered upon a stalled taxicab carrying three men employed by the Delaware, Lackawanna & Western Railroad Company, when the Scranton shops to the Hampton yard at night. When the police arrived they declared they had a crowd of 800 to deal with, and experienced difficulty in getting the men to a police station. Only one man was injured and his condition is not considered serious. The cab was wrecked. It became stalled in Broadway and was soon surrounded by a mob of men.

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50 U. S. Ships Rushing Coal From England

Half Million Tons to Come This Month by Shipping Board Vessels, Declares the Marine Association

WASHINGTON, Aug. 13.—America's ships are meeting the coal strike emergency by rushing 500,000 tons of British fuel for the great utilities companies—gas, electric and traction—at the moment most needed and more than fifty government-owned vessels have been chartered for this trade, says a statement issued to-day by the National Merchant Marine Association.

More ships will be ready, if needed. Putting these ships into service, it was pointed out, only gives a profit to the government, but gives employment to hundreds of skilled workmen ashore and many hundreds of American officers and seamen long out of employment, due to world trade depression.

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